

# STANDARD INSPECTION REPORT OF A GAS DISTRIBUTION OPERATOR

## COMPREHENSIVE FIELD AUDIT

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If an item is marked Unsatisfactory, Not Applicable, or Not Checked, an explanation must be included in this report.

<b>Operator: AMEREN ILLINOIS COMPANY</b>	Operator ID#: 32513
<b>Inspection Date(s): 9/3/2013, 9/4/2013, 9/5/2013</b>	Man Days: 9
<b>Inspection Unit: Springfield</b>	
<b>Location of Audit: Springfield</b>	
<b>Exit Meeting Contact: Mark Mancewicz</b>	
<b>Inspection Type: Standard Inspection - Field Audit</b>	
<b>Pipeline Safety Representative(s): Matt Smith, Kevin Hecker, Valerie Schwing</b>	
<b>Company Representative to Receive Report: Michael Fuller</b>	
<b>Company Representative's Email Address: mfuller2@ameren.com</b>	

<b>Headquarters Address Information:</b>	300 Liberty Peoria, IL 61602 Emergency Phone#: Fax#:	
<b>Official or Mayor's Name:</b>	Ron Pate Phone#: (217) 424-6518 Email:	
<b>Inspection Contact(s)</b>	<b>Title</b>	<b>Phone No.</b>
Dallas Jett	Quality Assurance Consultant	
Mark Mancewicz	Superintendent	

CRITERIA FOR AREA SELECTED	Status
Higher population density	Yes
<u><b>General Comment:</b></u> Class 3	
Age of system	Yes
<u><b>General Comment:</b></u> 1970's	
Type of piping	Yes
<u><b>General Comment:</b></u>	

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2" coupled steel		
Operating characteristics		Yes
Performance history of system		Yes
Manageable sized area should be chosen		Yes
<b>MAPS OF FACILITIES INSPECTED</b>		<b>Status</b>
[192.605(b)(3)]	Were system maps provided as part of this audit?	Yes
[192.603(b)]	Were system mapping used during this audit up to date?	Satisfactory
<b>CUSTOMER METER &amp; REGULATOR</b>		<b>Status</b>
<p><u><b>Category Comment:</b></u></p> <p>Staff inspected the following customer meters and regulators: 42 Apache Drive, 15 Iroquois Drive, 4216 Old Jacksonville Road, 5 Navajo, 9 Navajo, 13 Navajo, 17 Navajo, 9 Iroquois, 17 Iroquois, 25 Iroquois, 29 Iroquois, 33 Iroquois, 8 Apache, 12 Apache, 20 Apache, 24 Apache, and the entire street of Ranger Dr.</p>		
[192.357(a)]	Is the customer meter and regulator installed to minimize anticipated stresses upon connecting piping?	Satisfactory
[192.353(a)]	Is the customer meter and regulator installed in a readily accessible location and protected from corrosion and other damage, including if installed outside a building, vehicular damage that may be anticipated?	Unsatisfactory
<p><u><b>Issue Comment:</b></u></p> <p>The customer meter and regulator is not installed in a readily accessible location and protected from corrosion. The customer meter at 18 Apache, Springfield IL is buried.</p>		
[192.355(b)(1)]	Is the customer regulator vent rain and insect resistant?	Satisfactory
[192.355(b)(2)]	Is the customer regulator vent located where gas from the vent escapes freely into the atmosphere and away from building openings?	Satisfactory
[192.355(b)(3)]	Is the vent protected from damage caused by submergence in areas of flooding?	Satisfactory
[192.357(d)]	Is a customer regulator that might release gas vented to the outside atmosphere?	Satisfactory
[192.359(a)]	Is the meter operating pressure within the allowable limits of the meter case rating?	Satisfactory
[192.365(a)]	Is the service line valve upstream of the regulator or meter?	Satisfactory
[192.365(c)]	Is the service line located in a curb box or stand pipe that allows for ready operation?	Satisfactory
<b>LEAK SURVEY</b>		<b>Status</b>
<p><u><b>Category Comment:</b></u></p> <p>On 9/4/13, Staff observed a leak survey performed on 8 Apache Drive through 42 Apache Dr. , Springfield by Kirk Weber utilizing a Bascom Gas Rover Model # VGI-201, serial # 1323-402767 which was last calibrated on 9/3/13.</p> <p>Also observed on 9/4/13 was a leak survey conducted on Ranger Drive, Springfield (also by Kirk Weber) with equipment listed above.</p> <p>On 9/5/13 a subsequent leak survey was conducted on Ranger Drive by Jerod McCarty and Bob Pittman. The reason for the additional survey, focusing on #4 Ranger and #41 Pinto, Springfield, stems from a Leak Case Field report from 2/28/2013. This leak ticket indicates that 60% gas was found at the main under the driveway - migrating up the driveway. Mr. McCarty and Mr. Pittman utilized the following equipment:</p>		

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Southern Cross Flame Pack 400, serial # 45187, last calibrated on 9/3/13  
Sensit Gold, serial # 12948, last calibrated on 9/3/13

After conducting bar hole tests at #4 Ranger and #41 Pinto, no leak was detected.

[192.723]	Was a leak survey conducted using operator leak detection survey equipment and system maps?	Satisfactory
[192.603(b)]	Was the operator's equipment calibrated as required?	Satisfactory

CATHODIC PROTECTION	Status
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**Category Comment:**

Staff observed test readings at the following test stations:

S-032-002-TP: located at 42 Apache Drive: reading was -1.079

S-032-003-TP: located at 15 Iroquois Drive: reading was -1.160

S-032-004-TP: located at 4216 Old Jacksonville Road: reading was -1.04

CP readings were also taken at the following addresses:

5 Navajo: -1.09

9 Navajo: -1.08

13 Navajo: -1.09

17 Navajo: -1.08

9 Iroquois: -1.11

17 Iroquois: -1.12

25 Iroquois: -1.11

29 Iroquois: -1.09

33 Iroquois: -1.33

8 Apache: -1.11

12 Apache: -1.08

20 Apache: -1.08

24 Apache: -1.07

[192.463(a)]	Is the applicable cathodic protection criteria contained in Appendix D of this part being followed?	Satisfactory
[192.465(a)]	Were pipe to soil readings taken?	Satisfactory
[192.465(b)]	Were rectifier installations inspected?	Satisfactory
[192.465(a)]	Were isolated mains/services tested?	Satisfactory
[192.465(c)]	Were critical/non critical bonds tested?	Satisfactory
[192.467(a)]	Is electrical isolation provided by use of insulated meter spud, valve, union, or flange?	Satisfactory
[192.467(c)]	Were casing installations tested for electrical isolation?	Satisfactory
[192.479(a)]	Is the above ground piping coated or painted as required?	Unsatisfactory

**Issue Comment:**

The operator's above ground piping had disbonded coating at 31 Apache, Springfield IL.

[192.479(c)]	Is the pipeline free of corrosion or pitting?	Satisfactory
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MARKING OF FACILITIES		Status
[192.707(a)(1)]	Are line markers placed and maintained as close as practical over each buried main and transmission line located at each crossing of a public road and railroad?	<b>Satisfactory</b>
[192.707(a)(2)]	Are line markers placed and maintained as close as practical over each buried main and transmission line located wherever necessary to identify the location of the transmission line or main to reduce the possibility of damage or interference?	<b>Satisfactory</b>
[192.707(c)]	Are line markers placed and maintained as close as practical over each buried main and transmission line located above ground?	<b>Satisfactory</b>
[192.707(d)(1)]	Do the operator's line markers contain the following information: The following must be written legibly on a background of sharply contrasting color on each line marker: The word "Warning," "Caution," or "Danger" followed by the words "Gas (or name of gas transported) Pipeline" all of which, except for markers in heavily developed urban areas, must be in letters at least 1 inch (25 millimeters) high with ¼ inch (6.4 millimeters) stroke?	<b>Satisfactory</b>
[192.707(d)(2)]	Do the operator's line markers contain the following information: The following must be written legibly on a background of sharply contrasting color on each line marker: The name and phone number (including area code) of the operator where the operator can be reached at all times.	<b>Unsatisfactory</b>
<b><u>Issue Comment:</u></b> <i>The operator's line marker at the west side of the airport of North Bruns Ln. does not contain the name and phone number (including area code) of the operator where the operator can be reached at all times.</i>		
ODORIZATION OF GAS		Status
<b><u>Category Comment:</u></b> <i>Staff observed an odorant test performed by John Layenbecker utilizing a Heath Odorator, Serial # 2138-3, last calibrated on 5/13/13.</i> <i>Test results are as follows:</i> <i>Test point S-91: 0.21% gas to air ratio</i> <i>Test point S-24: 0.24% gas to air ratio</i>		
[192.625(a)]	Was the odor intensity level readily detectable at or below 1/5th LEL?	<b>Satisfactory</b>
[192.625(f)]	Was the operator's equipment calibrated as required?	<b>Satisfactory</b>
PRESSURE LIMITING AND REGULATING STATIONS		Status
<b><u>Category Comment:</u></b> <i>Staff conducted an inspection of pressure regulating stations at the following locations:</i> <i>XS-153: located near the White Oaks Plaza parking lot at Veterans Parkway and Wabash</i> <i>XS-094: located at Capitol Airport near the intersection of Browning Road and J. David Jones Parkway</i> <i>XS-149: located near the intersection of Westchester Blvd and Chatham Road</i> <i>XS-150: located near the intersection of Lindberg Blvd and Chatham Road</i> <i>XS-218: located south of the intersection of Archer Elevator Road and Wabash Avenue</i>		

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XS-218 also contained a Mercury ER device:  
Model # 804PP (ERX-PP-800)  
Serial # 0109411  
Site ID# 0517977

This ER device was last calibrated on 2/15/13 (next calibration due 2/15/14)

[192.741]	Was the chart recorder calibration verified, if applicable?	Satisfactory
[192.603(b)]	Were the types of regulators and pressure relief devices verified?	Satisfactory
[192.181]	Were the valves associated with regulator stations/vaults visually inspected to be readily accessible?	Satisfactory
[192.707(c)]	Is station marked properly?	Satisfactory
[192.615]	Was the MAOP of the downstream system verified?	Satisfactory
[192.739(a)]	Was the most recent regulator station inspection data reviewed?	Satisfactory
[192.739(a)]	Was the set point and lockup pressure from the most recent inspection data reviewed?	Satisfactory
[192.739(a)(3)]	Was the set point field verified?	Satisfactory
[192.317(b)]	Is each above ground transmission line or main protected from accidental damage by vehicular traffic or other similar causes?	Satisfactory
[192.199(d)]	Are the pressure relief or pressure limiting devices made of noncombustible material?	Satisfactory
[192.199(e)]	Are the pressure relief or pressure limiting device discharge stacks, vents, or outlet ports designed to prevent accumulation of water, ice, or snow, and located where gas can be discharged into the atmosphere without undue hazard?	Satisfactory
[192.199(h)]	Was each valve, designed to isolate the system under protection from its source of pressure, secured to prevent unauthorized operation of any stop valve that will make the pressure relief valve or pressure limiting device inoperative?	Satisfactory
<b>VALVE MAINTENANCE</b>		<b>Status</b>
<b><u>Category Comment:</u></b>  Staff conducted an inspection on several valve locations to verify accessibility and to confirm that the valves could be operated in the event of an emergency. The valves observed were:  D279-1: located on the south side of the intersection at Meadowbrook Road and Old Jacksonville Road D274-1: located on the north side of the intersection at Meadowbrook Road and Old Jacksonville Road D274-3: located on the northeast side of the intersection at Cherokee Lane and Old Jacksonville Road D263-1: located on the north side of the intersection at Meadowbrook and Washington Street D268-1: located on the south side of the intersection at Meadowbrook and Washington Street D272-1: located on the north side of the intersection of Koke Mill Road and Old Jacksonville Road		
Determine if estimated number of customers affected by valve closure meets operator maximum allowed during an outage.		Yes
[192.747(a)]	Were the valves inspected accessible?	Satisfactory
[192.747(a)]	Was the condition of the valve boxes inspected?	Satisfactory
[192.603(b)]	Are valves recorded correctly on maps and inspection forms/screens?	Satisfactory

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